

PROJECT 10073 RECORD CARD

1. DATE 22 November 1957		2. LOCATION Lower California, Mexico		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon <input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft <input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical <input type="checkbox"/> Other _____ <input checked="" type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown	
3. DATE-TIME GROUP Local 1940 DST GMT 23/0304Z		4. TYPE OF OBSERVATION <input checked="" type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar			
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		6. SOURCE Civilian			
7. LENGTH OF OBSERVATION 5 minutes		8. NUMBER OF OBJECTS one		9. COURSE 110 dgr	
10. BRIEF SUMMARY OF SIGHTING Object at extreme altitude observed for 5 minutes and observed clearly for 2 minutes. Drawing representing a missile. Believed to crash inland.				11. COMMENTS Possibly an unreliable report. No missile activity in this area and duration excessive. Inconsistencies in report. Insufficient data for evaluation.	

UNCLASSIFIED

CLASSIFICATION

(SECURITY INFORMATION when filled in)

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Detachment 10, 1006th AISS

REPORT NO.

AISS-UFOB-779-57
D10-UFOB-2-57

PAGE

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OF

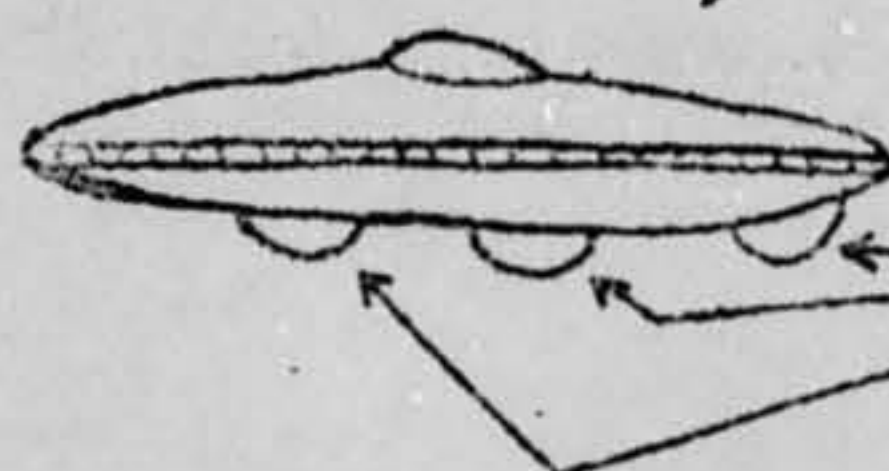
12

PAGES

PART ONE

Part One, Fig One:
SOURCE's Memory Sketch, unretouched,
of one (1) of four (4) UFOBs
sighted near TONOPAH, Nev. on
23 Nov 57

Side View

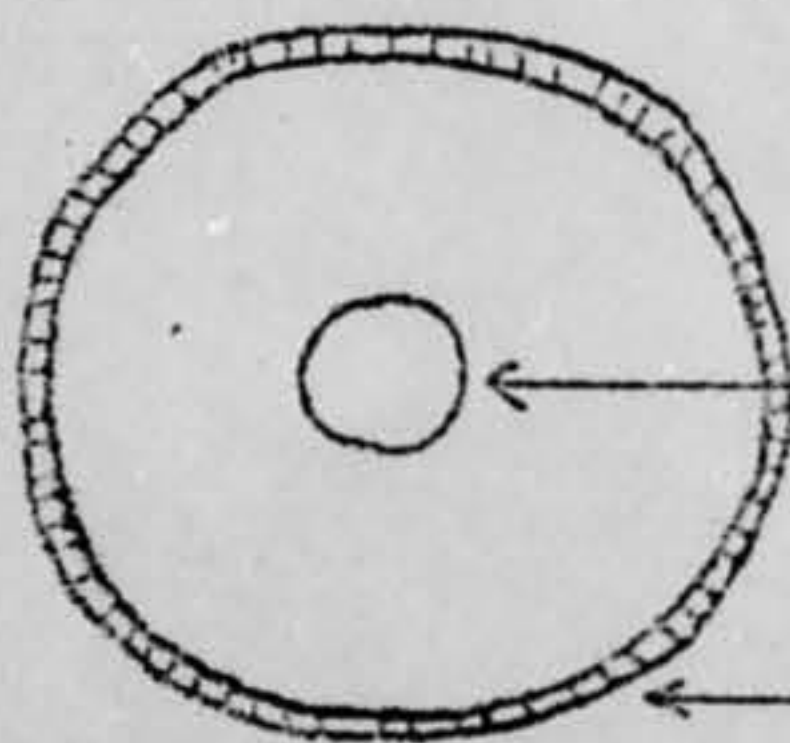


*Reminds Adamski's
Saucers somewhat*

landing gear

(See Adamski's Book)

Top View



dome

outside ring
appeared to rotate

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ORIGINATING AGENCY

Detachment 10, 1006th AISS

REPORT NO.

AISS-UFOB-779-57
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OF

12

PAGES

APPROVED:

John W. Meador
JOHN W. MEADOR
Colonel, USAF
Commander

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SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Detachment 10, 1006th AISS

REPORT NO.

AISS-UFOB-779-57
DIO-UFOB-2-57

PAGE 6 OF 12 PAGES
PART ONE

Part One, Fig Two:
SOURCE's Memory Sketch, unretouched,
of the arrangement of the subject
UFOBs on the ground before they
took off.

direction of travel
after take-off

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ORIGINATING AGENCY

Detachment 10, 1006th AISS

REPORT NO.

AISS-UFOB-777-57
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OF

12

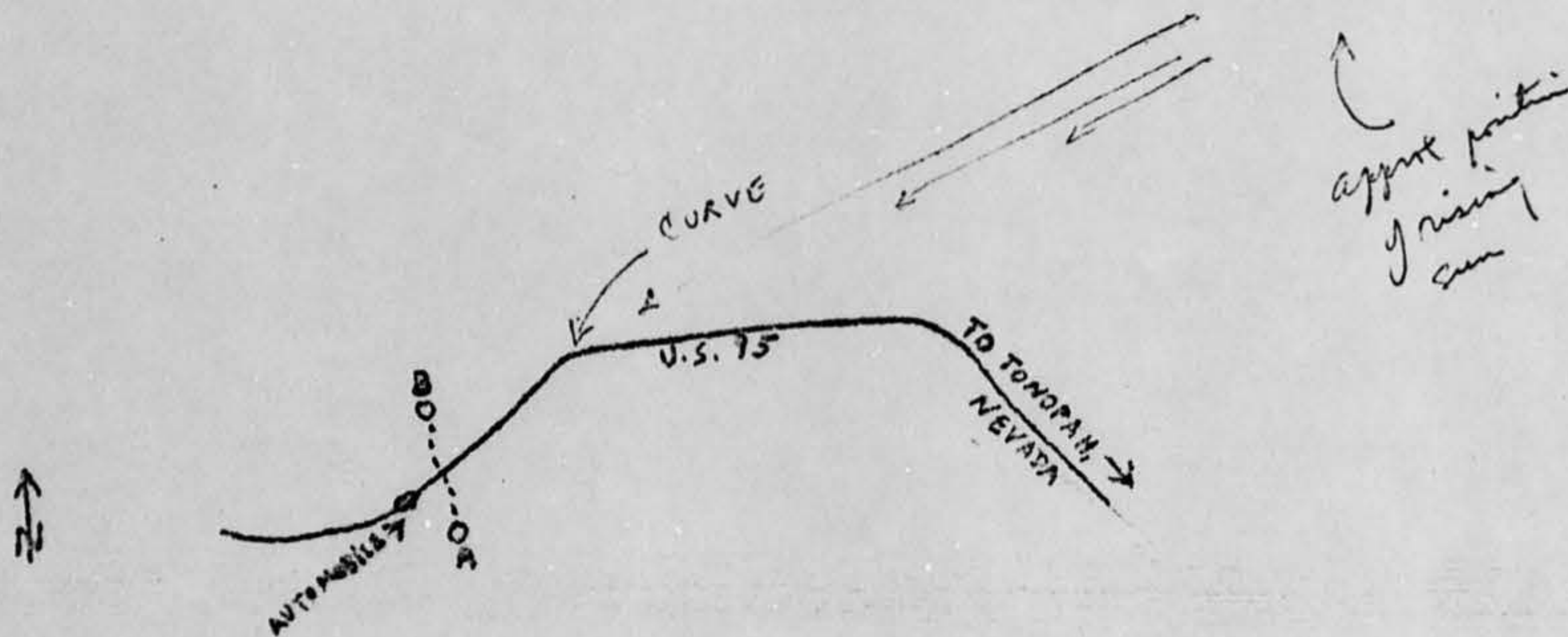
PAGES

PART ONE

Part One, Fig Three:

SOURCE's Memory Sketch, unretouched,
of the motion of subject UFOBs
in reference to a prominent
landmark.

(Sectional Aeronautical Chart RENO, T-2, was used
for orientation.)



A - Point of initial sighting

B - Point of disappearance

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DOW DEX 2000.10

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ORIGINATING AGENCY

REPORT NO.

PAGE

OF

PAGES

PART ONE

Object UFOB sighting.

90° Zenith

0° 02

30°

60°

0650 PST

HILLS

315

45 NE

90 E

0630 PST

OBJECTS →

225 SW

270 W

FLIGHT

PATH

SOURCE

135 SE

180 S

30°

UPGRADED AT 2 YEAR INTERVALS;
ECLIPSE AT 1 YEAR INTERVALS.

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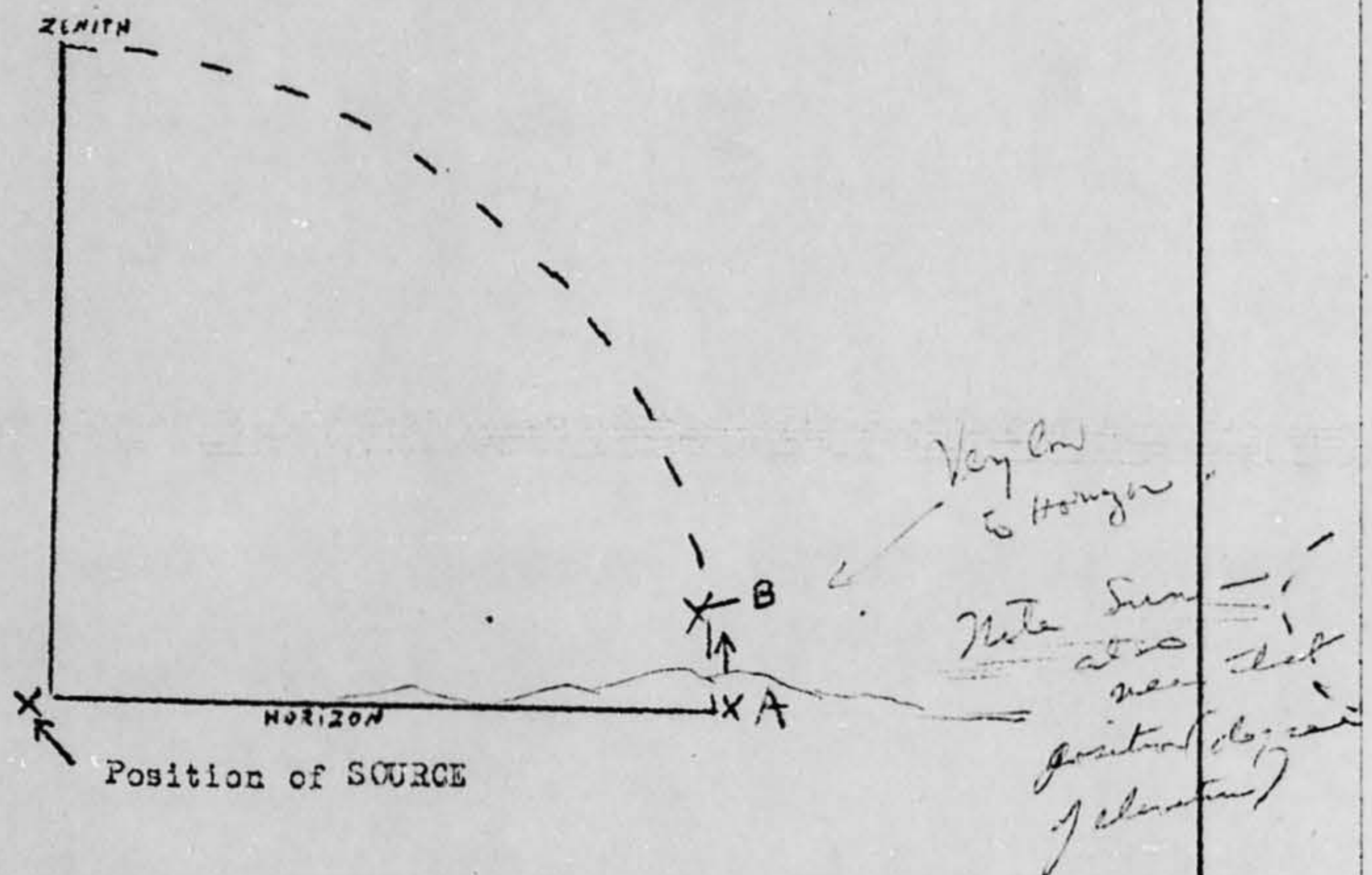
OF

12

PAGES

PART ONE

Part One, Fig Five: .
SOURCE's Memory Sketch, unretouched,
showing elevation of subject UFOBs
above horizon at time of last
observation.



- A - Position of Objects at initial Sighting
B - Elevation of Objects at Time of Disappearance

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ORIGINATING AGENCY
Detachment 10, 1006th AISS

REPORT NO
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PART TWO

SUPPLEMENTARY INVESTIGATIVE EFFORTS:

Agencies, such as flight service centers, air traffic control centers, weather stations, astronomical observatories, etc. were not contacted because of their inaccessibility to the investigator owing to the distance of the investigating field unit from the point of sighting.

This is bad investigative approach - for there are the very agencies which would have knowledge of any activities, flight tests, experiments, operations, events, etc. that would provide a clue as to actually disclose nature of what is going on. As has been repeatedly proven during the last 12 years. Want therefore attempt to contact ourselves. Bad feature: many of these units do not keep records over 48 hours.

676

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ORIGINATING AGENCY

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PAGES

COMMENTS OF PREPARING OFFICER:

1. Considering the excellent weather conditions and the circumstances surrounding the sighting as well as the physical phenomena involved, SOURCE concluded that the objects were "not of this Earth". He shared with his C.O. the opinion that in all of the expanse of the universe it is possible that other forms of intelligence exist and that they may be well advanced in technology beyond human comprehension. He assumed further that such intelligent beings would attempt to avoid human contact for perhaps a multitude of reasons. SOURCE concluded further that the objects could not have been any of the following for reasons indicated below:

a. He stated that they could not have been any known or common aerial vehicles (dirigibles, balloons, aircraft, helicopters, missiles, etc.) because he saw the objects clearly and is familiar with airframes of this sort.

b. He did not believe that they were U.S. experimental models because he doubted that flight tests would be conducted with four (4) prototypes at a time and in uncontrolled areas such as the vicinity in which the sighting was made. He ruled out the possibility of a forced landing of such experimental models because their movement indicated that they could maneuver and could have landed just as easily at a spot not visible from the road.

c. SOURCE ruled out the possibility that the objects belonged to another Earth power attempting to spy on the U.S. by means of these vehicles due to the fact that there was nothing important to gain from an investigation at the location of the sighting.

d. SOURCE did not believe that they were experimental models of a foreign nation because no one would want to take a chance on an experimental model of such revolutionary design and propulsion crashing where it might reveal all of these advances to another power.

e. He also concluded that attempts by any country to conceal anything as revolutionary as this for so many years ("ever since UFOB sightings began") would be unsuccessful. "Something is bound to leak out."

f. SOURCE did not believe that the objects were freak reflections in the air because they had left slight impressions in the desert sand.

g. He ruled out misinterpretation of other weather phenomena because weather, light, and visibility were excellent at time of sighting.

h. SOURCE stated that the only physical evidence other than the noted impressions in the sand and the whining noise was the fact that his automobile engine had stopped completely. (He failed to check his lights or horn). He assumed that this was due to electro-magnetic forces which might be the means of propulsion for the objects. "That alone makes me believe that they were space ships, because we would have some hint if we were able to do such a thing."

(A certain amount of hesitancy on the part of SOURCE had to be overcome by the investigator to extract SOURCE's reasoning indicated above.)

DOWNGRADED AT 2 YEAR INTERVAL
DECLASSIFIED AT 2 YEAR INTERVAL

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

Detachment 10, 1006th AISS

REPORT NO.

AISS-UFOB-779-57
D10-UFOB-2-57

PART THREE

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PAGES

2. SOURCE regretted the fact that he had no film in his camera and that he did not make a closer investigation of the observation on the spot or that he did not note the exact spot of sighting on a road map or mark the spot on the road for later reference.

3. Judging only by the description of the sighting and its circumstances, the investigator does not believe that the incident was due to misinterpretation of any natural or man-made phenomena.

4. Based again on the same information, it is the investigator's belief that the entire story may be of complete manufacture by SOURCE although the latter never showed any signs of "acting."

5. The investigator was able to ascertain that SOURCE was not unfamiliar with science fiction literature of a "higher" type. SOURCE did not deny knowledge of such authors as Leinster, Bradbury, Heinlein, Sturgeon, Asimov, etc. ← Science fiction

6. SOURCE's motives for possibly manufacturing such a story remain mere conjecture to the investigator. ← "Saucer" writer

Impetuous?

197 See
3 above, as well as
as p. 3, for
for due to motives

Science fiction
and
"Saucer" writers

William P. Bruner, Lt. Col.
BENJAMIN C KENYON JR
Captain, USAF
Commander

DTB

COMMENTS OF THE APPROVING OFFICER:

1. In the opinion of the Approving Officer, SOURCE's reliability cannot readily be questioned for the following reasons:

a. SOURCE's Commander and Adjutant "spoke favorably of SOURCE's ability as a fighter pilot and of his character." ← A SOURCE's reliability not based strictly on opinion of associates (old intelligence rule)

b. The Preparing Officer states: "SOURCE's motives for possibly manufacturing such a story remain mere conjecture to the investigator." The Approving Officer shares this opinion.

2. Therefore, in view of the above, the Approving Officer forwards this sighting as "Unknown."

* See Analysts report
as to a probable motive
based on investigative
data and facts reported,
4 Feb. 58, (right-hand folder material)

(Another example, illustrating the
off repeated manner that investigators
should not attempt to evaluate or analyze
motives - only to get the information and facts)

John W. Meador
JOHN W MEADOR
Colonel, USAF
Commander

DOWNGRADED 12/1/88
DECLASSIFIED 12/1/88
INTERVALS:

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C. - 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

(CLASSIFICATION)

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16-55570-1 U. S. GOVERNMENT PRINTING OFFICE: 1949-O-918332

CHART OF AREA OF INCIDENT
AND
ROUTE ASSUMED TAKEN
BY LT. LONG FROM
LAS VEGAS TO TONOPAH

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

UNCLASSIFIED

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

31 DEC 57 02 02z

31/120230
38A

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION ROUTINE	BOOK MULTI SINGLE	AF		
INFO				

FROM:

COMDR ATIC

SPECIAL INSTRUCTIONS

TO:

COMMANDER AF
PACIFIC FLEET
SAN DIEGO, CALIFORNIA

UNCL/FROM: AFCIN-4E4

12-2032-E

INVESTIGATION OF UFO SIGHTED 115 DEGREES, 16 MINUTES WEST, 27 DEGREES, 32 MINUTES NORTH, (VICINITY OF POINT EUGENIA, LOWER CALIFORNIA, MEXICO) 22 NOV 57, AT APPROXIMATELY 1904 HRS (PST) IS SUBJECT.

SIGHTED BY AMERICAN MINING ENGINEER, AND JUST REPORTED BECAUSE OF APPARENT INABILITY TO COMMUNICATE AT THAT TIME. SLENDER, MISSILE-LIKE OBJECT, TRAVELING AT HIGH SPEED AND ON HEADING OF APPROXIMATELY 110 DEGREES. BELIEVED BY SOURCE TO HAVE CRASHED IN GENERAL VICINITY OF 113 DEGREES WEST, 26 DEGREES NORTH. REQUEST CHECK OF ANY AIRBORNE OR SURFACE FLEET ACTIVITIES OR OPERATIONS, PARTICULARLY IF ANY MISSILES FIRINGS THAT WOULD ACCOUNT FOR THE MISSILE-LIKE OBJECT IN THAT AREA. IN REPLY REFER TO BAJA CALIFORNIA CASE, AFCIN-4E4.

COORDINATION

AFCIN-4E4

DATE

30 Dec 57

AFCIN-4E

DR. H. K. GILBERT

DATE

1/30

COL. H. K. GILBERT

DATE	TIME
30 30	1440
MONTH	YEAR
DEC	1957

SYMBOL

TYPED NAME AND TITLE (Signature, if required)

CAPT. G. T. GREGORY

PHONE 69216

PAGE 1

NR OF PAGES 1

SECURITY CLASSIFICATION

UNCLASSIFIED

SIGNATURE

TYPED NAME AND TITLE

ROBERT E. O'CONNOR
Captain, USAF
Assistant Adjutant

- ✓ 1. FIRST (FLASH) REPORT ON INCIDENT.
- ✓ 2. FINAL (AIIR) REPORT AS RESULT OF
AISS INVESTIGATION REQUESTED BY
ATIC.

UNCLASSIFIED

25 NOV 57

AC (PRIORITY-ROUTINE
FM COMDR 4935 ABRON INDIAN SPRINGS AFB NEV 21 232230Z
TO COMDR ADC ENT AFB
COMDR 27 ADIV HAMILTON AFB
COMDR ATIC WPAFB
DIR OF INTELLIGENCE HQS USAF
INFO COMDR ARDC BALTO
COMDR AFSWC KIRTLAND AFB

SW 51A rept 11-517-57
FLASH REPT

1) 4E4
2) 4E4
3) 4-4X20
4-4X20

FROM [SW 51A 11-517-57]. IN ACCORDANCE WITH AFR 200-2 THE
FOLLOWING INFORMATION IS SUBMITTED. PARA 7D (1)(A). CIRCULAR ELLIPIGAL
DISK, (B) AS OBSERVED FROM APPROXIMATELY 25 YARDS IT IS APPROXIMATELY
50 FEET IN DIAMETER, APPROXIMATELY 15 FEET IN HEIGHT INCLUDING LANDING
GEAR AND DOME; (C) ILLUMINATE AS IF SUNLIGHT ON ALUMINUM, HOWEVER, SUN
WAS NOT SHINING ON THE OBJECTS; (D) 4; (E) SINGLE FILE; (F) DOME ON
TOP WAS APPROXIMATELY 2 FEET HIGH AND APPARENTLY MADE OF PLEXIGLASS,
HOWEVER, IT WAS TRANSLUCENT. CENTER OF THE OBJECT HAD WHAT APPEARED TO
BE A BLADE OR BLADES SPINNING AT A HIGH RATE OF SPEED. THIS BLADE OR
BLADES COULD HAVE BEEN SPINNING FROM A CENTRAL AXIS OR POSSIBLY A
CONVEYOR BELT ARRANGEMENT AROUND THE OUTSIDE OF THE CRAFT. THE LANDING

Informal Comments
- the half-light
of dawn?

PAGE TWO

GEAR WAS THREE LARGE SPHERES WHICH WERE APPROXIMATELY TWO TO THREE
FEET IN DIAMETER. (G) NONE; (H) WHILE THEY WERE ON THE GROUND THEY HAD
A HIGH PITCHED HUMMING WHINE. AT TAKE-OFF THE HUM AND WHINE INCREASED
TO A HIGHER AND LOUDER PITCH (SIMILAR TO AN F-102). THE NOISE AT TAKE-
OFF WAS ALMOST UNBEARABLE (I) AS THESE CRAFT TOOK OFF THERE WAS NEITHER
HEAT GENERATED NOR ANY BREEZES OR WINDS. (7D)(2)(A) THE ENGINE OF THE
OBSERVERS VEHICLE STOPPED. AS HE GOT OUT OF HIS VEHICLE, HE HEARD THIS
PECULAR NOISE AND THEN SIGHTED THE FOUR OBJECTS ON THE GROUND APPROX-
IMATELY ONE FOURTH MILE AWAY. HE STARTED WALKING TOWARD THEM AND
WALKED FOR APPROXIMATELY TEN TO FIFTEEN MINUTES UNTIL HE WAS WITHIN
APPROXIMATELY 25 YARDS OF THE OBJECTS BEFORE THE OBJECTS TOOK OFF;
(B) ON THE GROUND; (C) OBJECTS WERE NEVER MORE THAN SIX INCHES ABOVE
THE GROUND. WHEN THE OBJECTS HAD LIFTED APPROXIMATELY SIX INCHES
ABOVE THE GROUND THE LANDING GEAR RETRACTED INSTANTLY; (D) OBJECTS ROSE
TO A HEIGHT OF APPROXIMATELY FIFTY FEET, HOVERED A MOMENT AND
PROCEEDED AT APPROXIMATELY TEN MILES PER HOUR, ACCROSS THE ROAD, OVER
A HILL (APPROXIMATELY ONE MILE AWAY) AND DISAPPEARED; (E) OVER A HILL
AND OUT OF SIGHT; (F) 20 TO 25 MINUTES. (7D)(3)(A) GROUND-VISUAL;
(B) NAKED EYE; (C) NOT APPLICABLE ECHO. (7D)(4)(A) 1430 TO 1500, 25 NOV
57; (B) DAWN, SUN WAS NOT YET OVER THE HILLS BUT VISIBILITY WAS GOOD.

observed for
20-25 min

Note

Basic

Data

Date: 23 NOV 1977
Time: 1430Z - 7:30 AM - 8:00 AM
Place: 30 mi. N - Tonopah
Observed for: 20-25 minutes

PAGE THREE

(7D)(5) OBSERVER NOT FAMILIAR WITH THE TERRITORY BUT STATES THAT
OBSERVATION WAS MADE APPROXIMATELY 30 MILES NORTH OF TONOPAH, NEVADA

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 DECLASSIFIED AFTER 12 YEARS
 DOD DIR 5160.10

UNCLASSIFIED

GT6

1st Flash

Sid Bolren:
Contact AISS and
request "full-scale
UPD investigation
w/ 112 to me
A.S.A.P. C.T.G.

(363) MT. WHITNEY

DJ

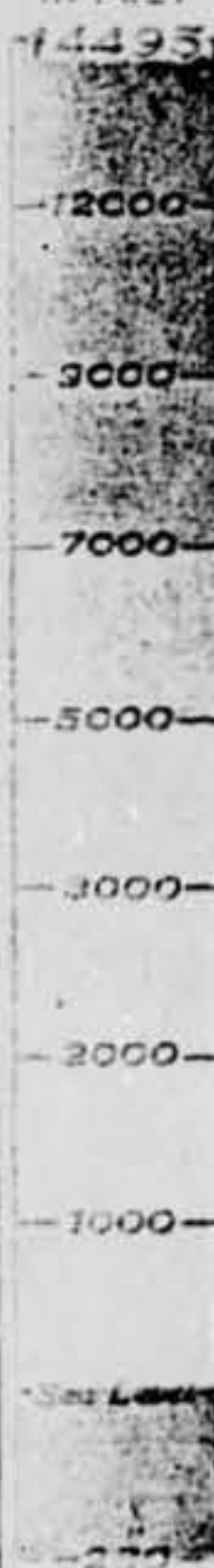
(Joins 304) 121°0

DJ 120°A EJ

(Joins 364)

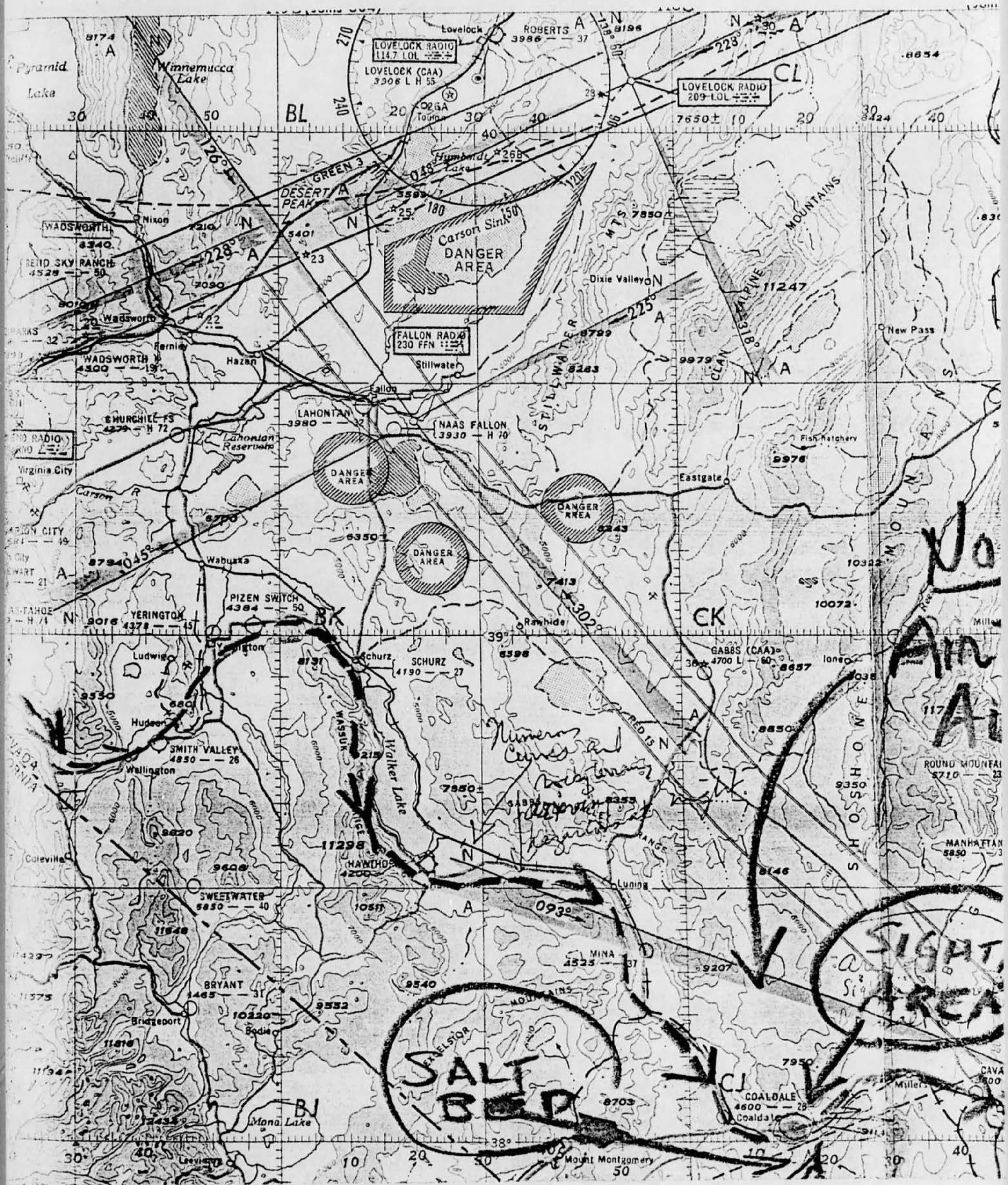
K 39°

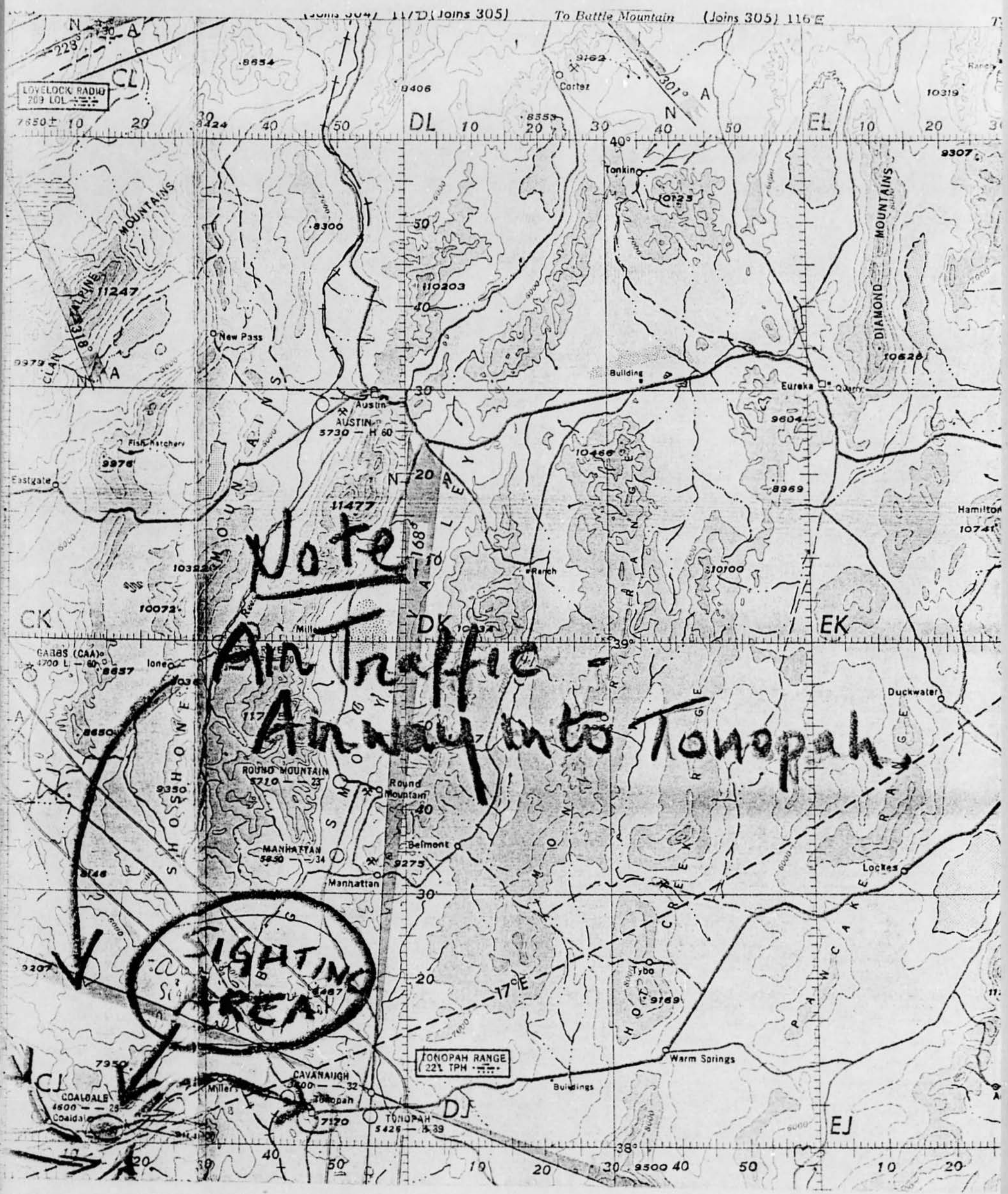
ELEVATIONS
IN FEET



CAUTION - Gradient lines delineated by dashed
contour lines indicate approximate relief only







To Battle Mountain (Joins 305) 116°E

LOVELOCK RADIO
209 LOL

DL

EL

Note

Air Traffic

Airway into Tonopah

FIGHTING
AREA

TONOPAH RANGE
221 TPH

EJ

To Elko

115°

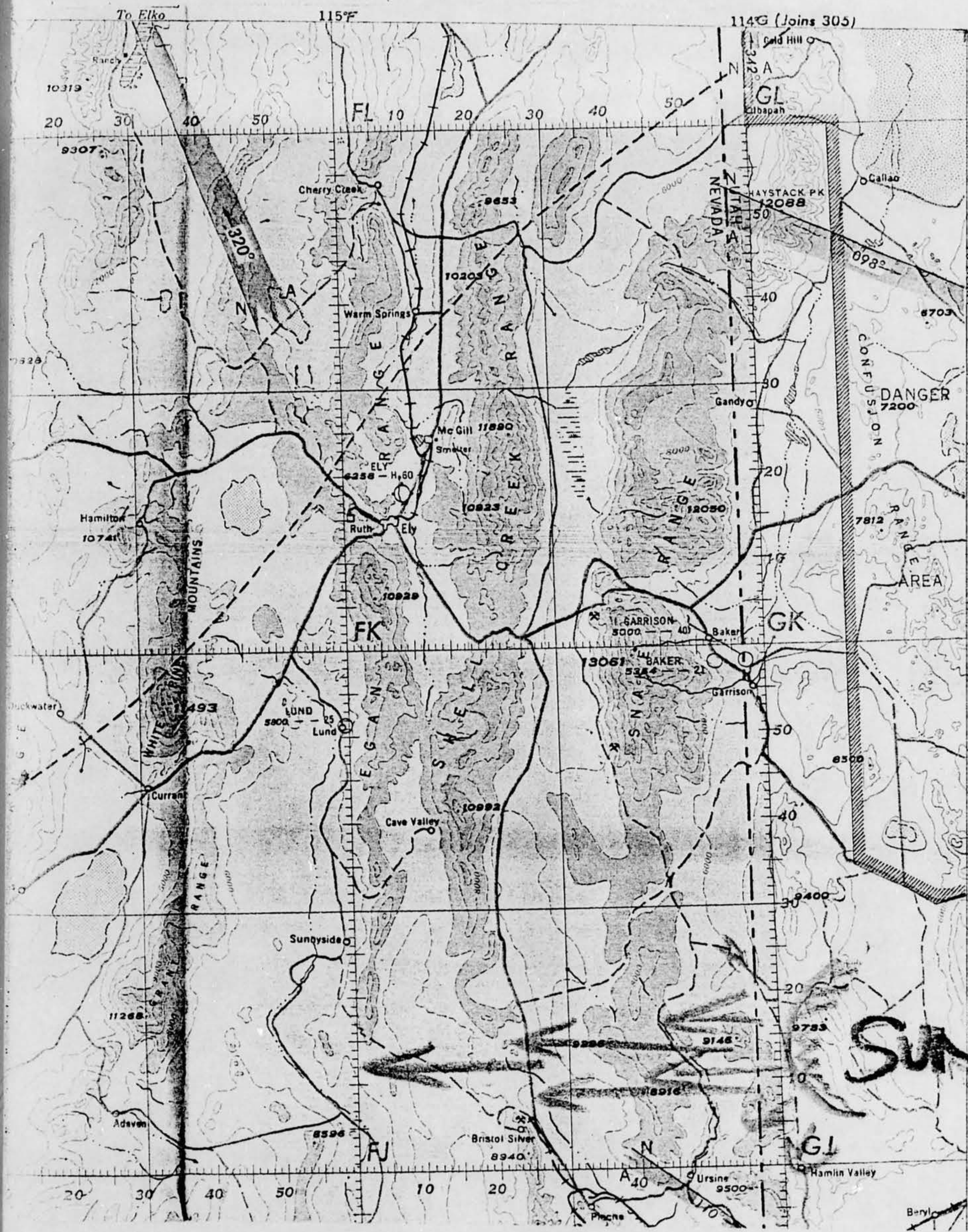
114° (Joins 305)

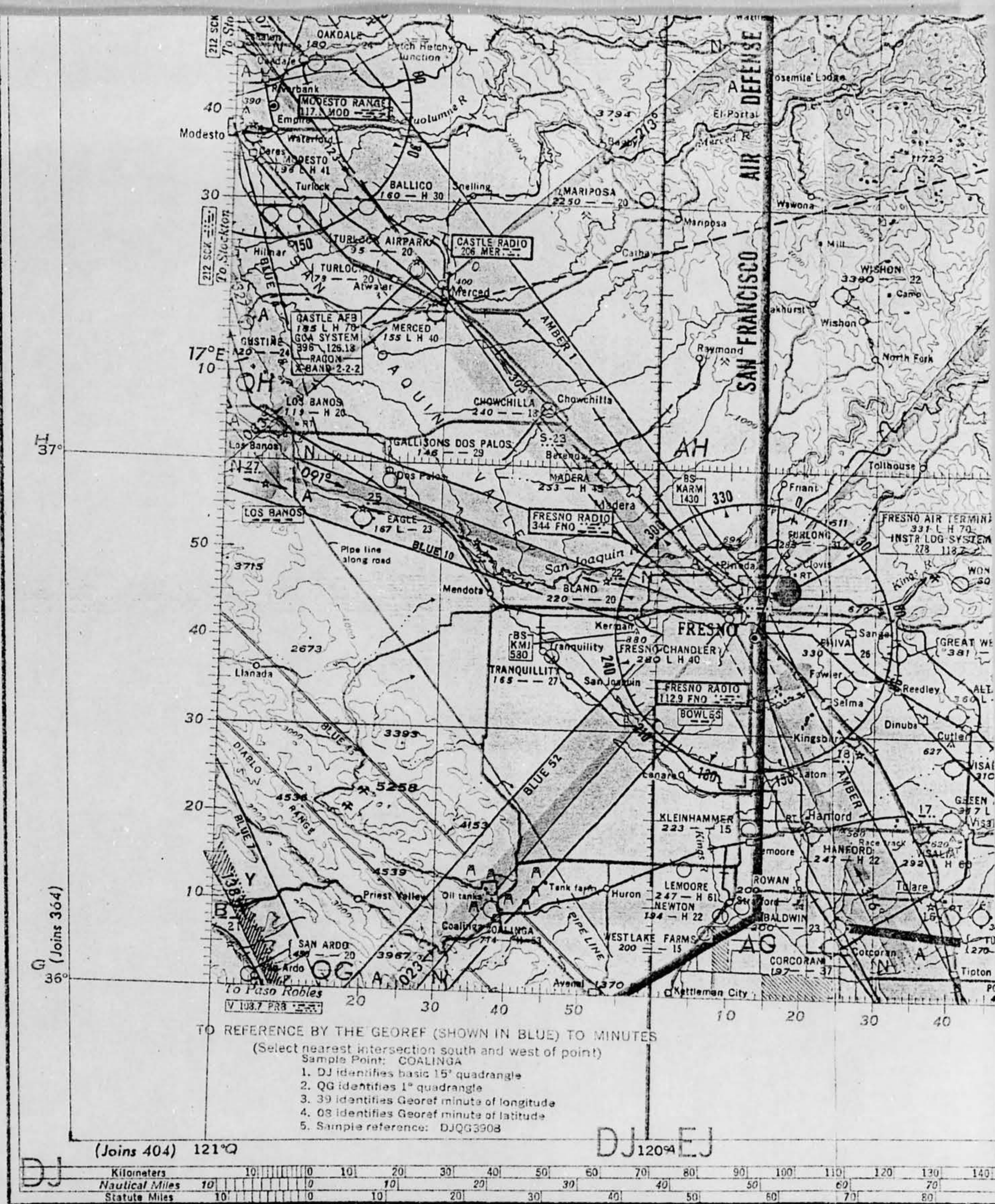
40° (Joins 362)

To Delta 212 DTA

39°

38°



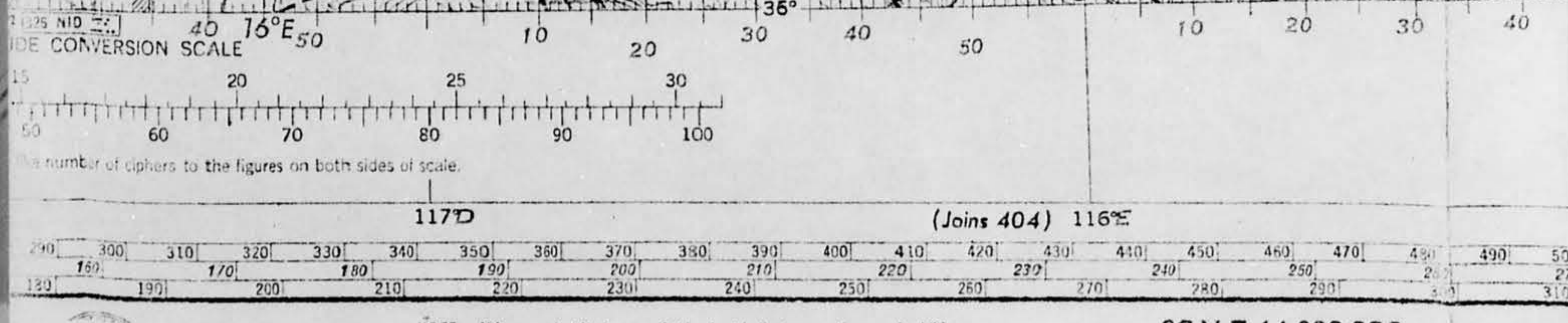
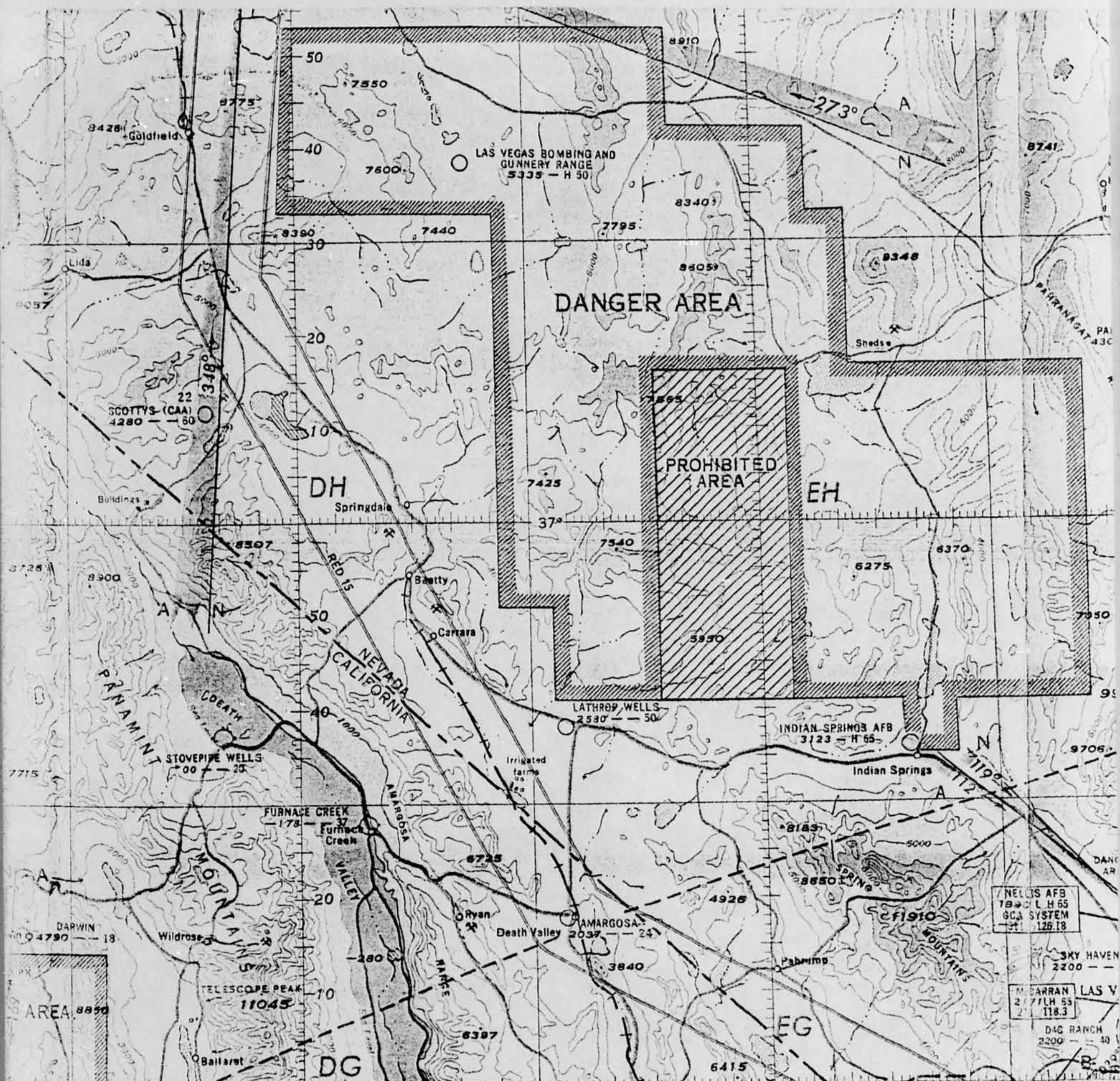


(363)

PRICE 25 CENTS
 THIRTEENTH EDITION March 7, 1951

Principal Sources: U. S. Geological Survey, U. S. Army
 Corps of Engineers, U. S. Air Force, U. S. Dept. of Agriculture,
 Aeronautics Administration, and the U. S. Coast and Geodetic Survey





NOTE: It is suggested that users of this chart indicate corrections and additions.

SCALE 1:1,000,000

2 JAN 58 09 14

DEC 31 21

52 57

17 4E4
3-4x2a
RLO

RF121

SCF139 XYD144BXA093BWD C365

RR RJED38

DE RBWDQ 116

R 311920Z

FM COMNAVAIRPAC

TO COMDR ATIC

NAVY GRNC

BT

YOUR 301440Z X REF BAJA CALIFORKNIA CASE AFOIN - 4E4 X NO REPORT

NAVAIRPAC MISSILE OPS ²² ~~22~~ NOV 57

BT

CFN 301440Z AFOIN - 4EJR WW TU

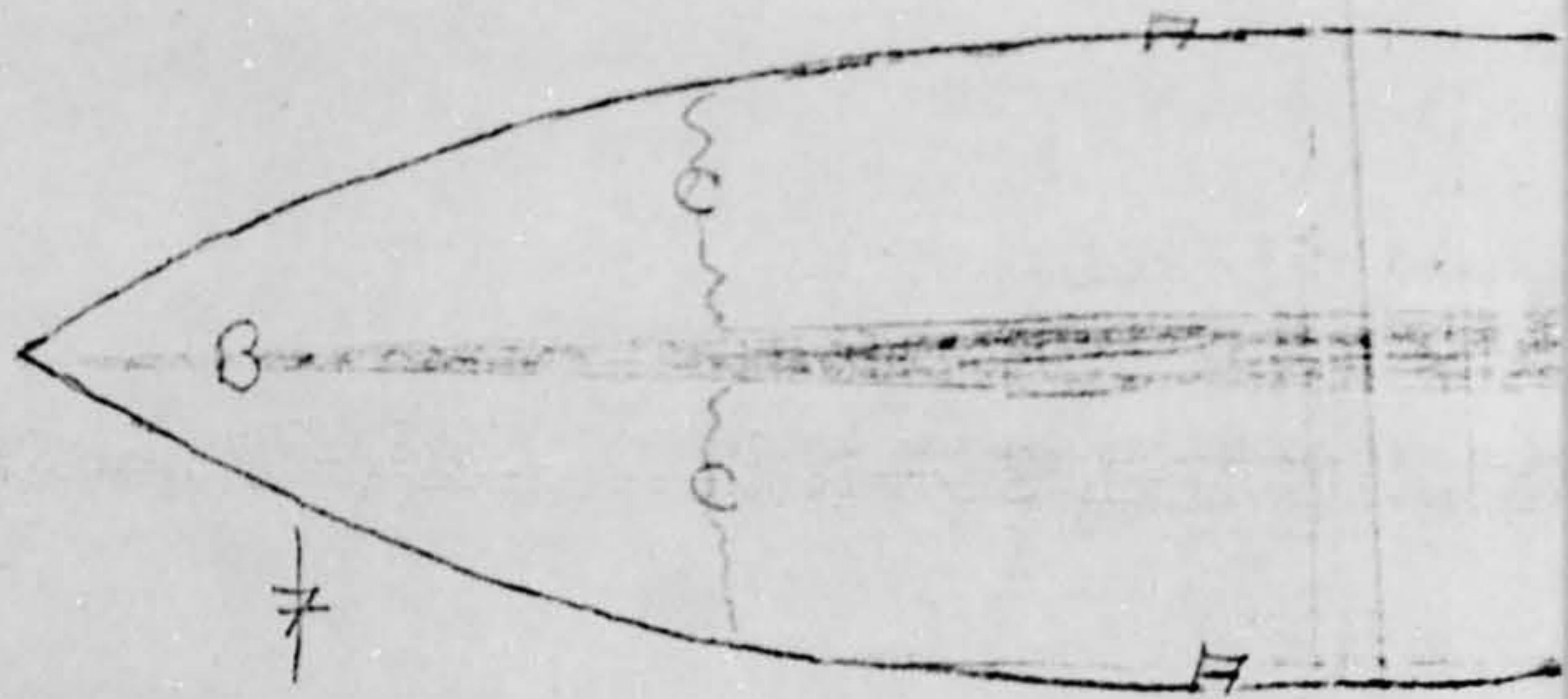
EQX0000Z DEC RBWDU

atic

10:10

no way
missile

The place was at my mine in Baja Calif. ^{side}
 Southwest of The mine, and decending on a degree
 For Five minutes ^{Sighting station} However only about Two mi
 Area of Longitude 113° Latitude 26° 175 a Truck drive
 Fall behind a hill in That area on 22 November
 elaborate. For you. This information is of a date
 is in Tijuana B.C. Calif.

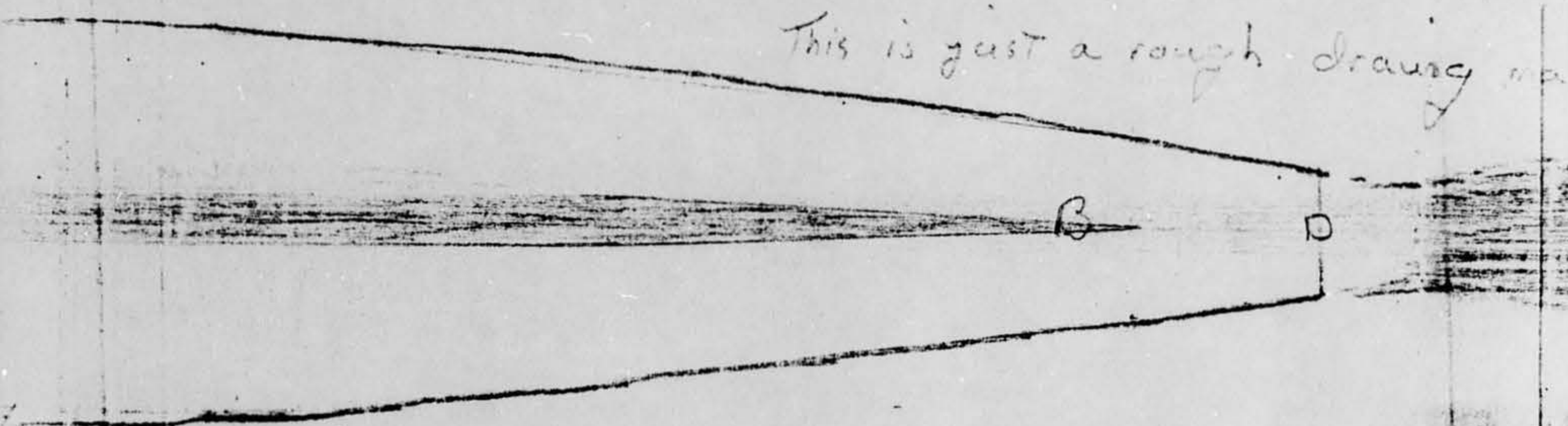


Eng ~~XXXXXXXXXX~~
~~XXXXXXXXXX~~
 Col. Casho
 Tijuana B.C. Calif.

See
 Lines
 Lines
 Lines
 Line
 Lines
 Forward
 instant
 This

2nd of November at 19:04 hours. First observed at extra
 115° 16 minutes East, Latitude 27° 32 minutes North.
 degree of about 5000' per minute, approximately on a
 two minutes clearley. It is my belief that this ob-
 truckdriver stoped by the mine three days later, + said he
 remember 1957 at about 1900 hours. IF This information is or
 a mate date because I didnt come home From the m

This is just a rough drawing.



Scale: $\frac{1}{2}$ inch \equiv 1 foot

Lines "H" Represent outline of Object

Lines "B" " " " " " Center

Lines "C" " " " " Forward glow dimming

Line "0" " " " " FFT end of obj

Lines	"E"	" "	" "	" "	" "	" "	" "
7.	A	" "	" "	" "	" "	" "	" "

Forward of Line "Z" was not as observed clearly, however at
instant forward of Line "Z" appeared as shown.

This drawing is as I saw it, or nearley so.

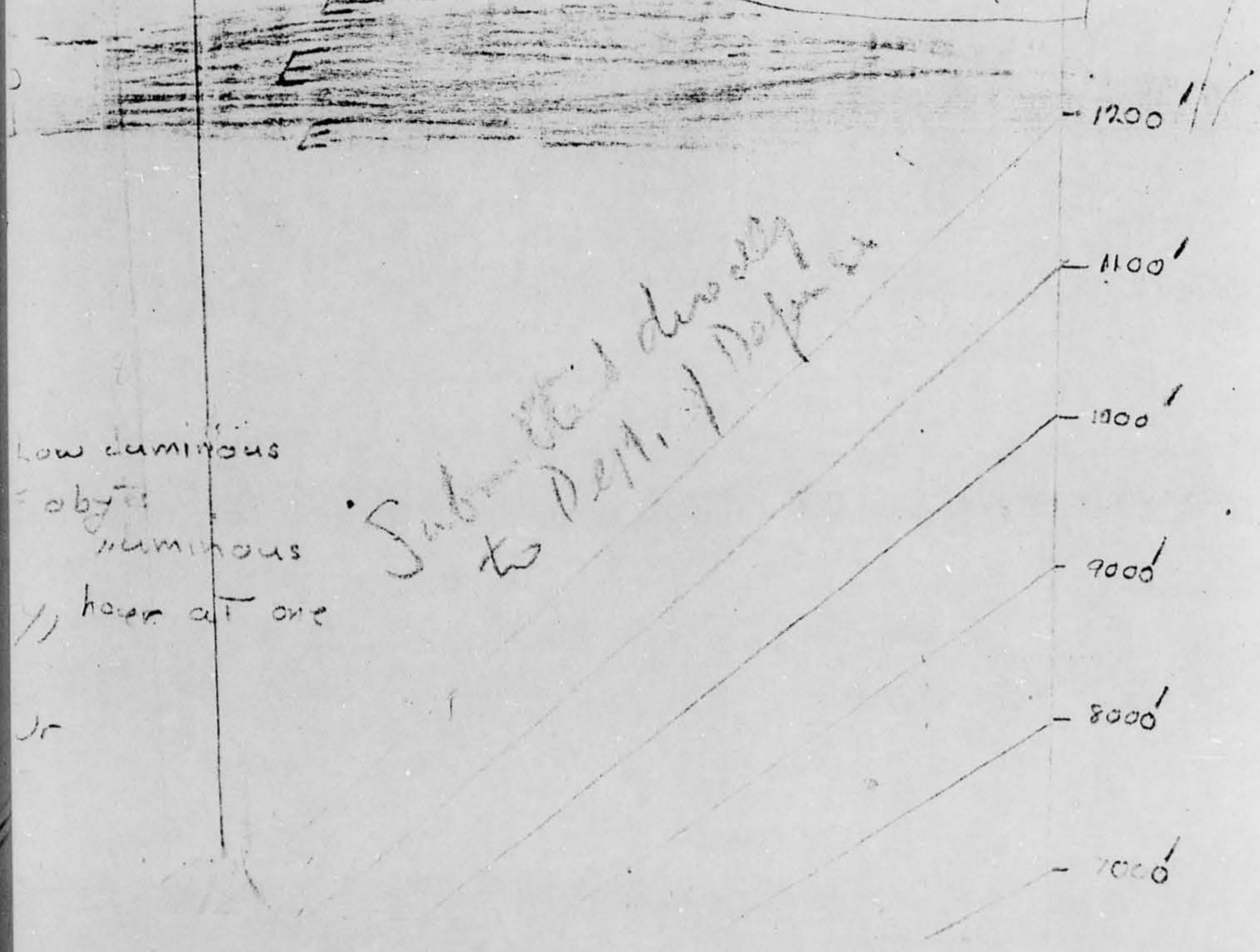
mining Engineer

At ~~low~~ high Altitude, Traveling at high speed.
No in: Object was sighted approximately 20 minutes
on a M.H. of 110°. This object was observed

This object crashed or landed in the ~~the caps of my house in the area *~~
said he had seen a strange ball of fire
that is of any value I would be glad to
in the mine until Dec 5, 1957. My home

drawing made very hastily

Yet, he was able to give
a detailed drawing such
as this?



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COUNTRY OF ORIGIN USA		REPORT NO. AISS-UFOR-777-57 DLC-UFOR-2-57		(Leave blank)	
AIR INTELLIGENCE INFORMATION REPORT					
AREA REPORT CONCERNS TONOPAH, NEVADA, USA					
AGENCY OF ORIGIN Detachment 10 1006th Air Intel Serv Sq			DATE OF REPORT 27 Dec 57		
SOURCE OF INFORMATION JOSEPH F. LONG, 1ST LT, USAF			DATE OF INFORMATION 23 Nov 57		
PREPARING OFFICER BENJAMIN C KENYON JR, Captain, USAF			EVALUATION		

*This is
the final
AISS Rept.
as result of investigation
requested by ATIC.
First "FLASH" Rept
attached*

REFERENCES (Control number, directive, previous report, etc., as applicable)

Mag, SWISA 11-517-57, 4935 ABRON, Indian Springs AFB, Nevada

SUBJECT

Unidentified Flying Object

SUMMARY (Enter concise summary of report. Give significance in final one sentence paragraph. List Inclosures at lower left. Begin text of report on AF Form 113a.)

I. CONTENTS:

PART ONE: Description of Sighting by 1st Lt Joseph F. Long

PART TWO: Supplementary Investigative Efforts

PART THREE: Comments of the Preparing Officer

II. SUMMARY: Report of a sighting of four (4) disc-like objects in the Nevada desert on 23 Nov 57. The objects were observed from a distance of fifty (50) feet for about twenty (20) minutes. When SOURCE approached the objects, they rose into the air and slowly disappeared behind nearby low hills. Indications are that an explanation for the sighting may remain unknown.

III. INVESTIGATOR: T/Sgt RALPH H GOTTSCHALK, AF 11166135

Benjamin C Kenyon Jr.
BENJAMIN C KENYON JR
Captain, USAF
Commander

5 INCL
(See Individual Parts)

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Detachment 10, 1006th AISS

REPORT NO.

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PART ONE

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PAGES

I. SOURCE: Joseph F. Long, 1st Lt, USAF, AO 3028640

Address: 321st Fighter-Interceptor Squadron, ADC
Paine Air Force Base
Everett, Washington

(Note: SOURCE will be at above address after 18 Jan 58. He is presently on delay enroute status during a permanent change of station from Newcastle County Airport, Wilmington, Del, where his former unit, the 97th Fighter-Interceptor Sq, was de-activated.)

Age: 24

Occupation: 1st Lt, USAF, Interceptor Pilot

Education: 8 Yrs grade school, 4 yrs high school, 4 yrs college including ROTC. SOURCE studied speech and related subjects for subsequent work at TV station or the like.

Qualifications: All-weather instrument school, flying training, qualified in F-94 and T-33.

II. RELIABILITY: SOURCE appeared intelligent, and he was friendly and cooperative. Initially he appeared somewhat nervous, but it is believed that this was due to his uncertainty as to how his information would be received. When it became apparent to him that the interviewer received his information with unbiased interest, his nervousness left him, and he presented his account of the incident without hesitation. He answered all follow-up questions willingly. One minor inconsistency occurs in the report: SOURCE drew a sketch of the top view of one of the objects. While he probably meant this to be a top view of the objects as he imagined it (never actually having seen the objects from the top), it would seem more logical had he drawn a bottom view, since he did see the objects passing almost directly above him (50 ft). During the latter part of the interview, while working on SOURCE's narrative description of the incident, his commanding officer and his adjutant were present in the room. Both spoke favorably of SOURCE's ability as a fighter pilot and of his character. His C.O. passed remarks to the effect that he, for one, believed SOURCE, although he himself had never made any UFOB sightings.

III. SOURCE's DESCRIPTION OF SIGHTING: SOURCE was returning to Newcastle County Airport, Del. after completion of USAF Advanced Survival School, Stead AFB, Nev. on 23 Nov 57 in his automobile. At about 0630 he was approximately thirty (30) miles west of TONOPAH, Nev., traveling towards LAS VEGAS, Nev. at about eighty (80) mph, when the engine of his car suddenly stopped. Attempts to re-start the engine were unsuccessful, and SOURCE got out of his car to investigate the trouble. Outside the car he heard a steady high-pitched whining noise which drew his attention to four (4) disc-shaped objects that were sitting on the ground about 300 - 400 yards to the right of the highway. These objects were totally unlike anything he had ever seen, and he attempted to get closer for a better look at them. He walked for several minutes until he was to within approximately fifty (50) feet from the nearest object. The objects appeared identical and about fifty (50) feet in diameter. They were disc-shaped, emitting their own source of light which caused them to glow brightly. They were equipped with a translucent dome in the center of the top which was obviously not of the same material as the rest of the craft. The entire body of the objects emitted the light, they did not seem to be dark on the underside. They were equipped with three (3) landing gears each

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Detachment 10, 1006th AISS

REPORT NO.

AISS-UFOB-779-57
D10-UFOB-2-57

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PAGES

PART ONE

that appeared hemispherical in shape, about two (2) feet in diameter, and of some dark material. SOURCE estimated the height of the objects from ground level to the top of the dome to be about ten (10) to fifteen (15) feet. The objects were equipped with a ring around the outside that was darker than the rest of the craft and was apparently rotating. When SOURCE got to within fifty (50) feet of the nearest object, the hum, which had been steady in the air ever since he first observed the objects, increased in pitch to a degree where it almost hurt his ears, and the objects lifted off the ground. The protruding gears were retracted immediately after take-off, the objects rose about fifty (50) feet into the air and proceeded slowly (about ten mph) to the north, across the highway, contoured over some small hills about a half (1/2) mile away, and disappeared behind those hills. As the objects passed directly over SOURCE, he observed no evidence of any smoke, exhaust trail, heat, disturbance to the ground or terrain, or any visible outlines of landing gear doors, or any other outlines or openings on the bottom. The total time of sighting lasted about twenty (20) minutes. After the objects disappeared, SOURCE examined the place where he had first seen them on the ground. There was no evidence that any heat had been present, or that the ground had been disturbed in any other way other than several very small impressions in the sand where the landing gears had obviously rested. The impressions were very shallow and bowl-shaped, triangular in pattern (an equally sided triangle). SOURCE did not measure the distance between the impressions, but estimated it to be about eight (8) to ten (10) feet. After his investigation of the impressions, SOURCE returned to his car, and the engine started immediately and ran perfectly. The car SOURCE was driving was a 1956 Chevrolet, and he had not experienced a trouble of similar nature before or after the incident. At the time of sighting, SOURCE had driven from RENC, Nev. to the point of sighting during the night and had slept for about two (2) hours in his car between 2400 hrs and 0200 hrs that same day. SOURCE had had no intoxicants or any sleep-retarding drugs. He described his physical condition at time of sighting as excellent. After the sighting, SOURCE proceeded to INDIAN SPRINGS AFB, Nev., where he reported the sighting to the Base Security Officer.

(This statement
is investigated)

The times of day referred to above are given in Pacific Standard Time. At time of sighting it was daylight, but the sun was still behind the mountains. The sun was about to rise in front of SOURCE. There were no stars or moonlight. There was no overcast. The weather was dry, rather cold, and there was no wind. There were no other witnesses to the observation to the best of SOURCE's knowledge.

(stated or claimed that;
not a proven fact.)

5 Incls:

1. SOURCE's sketch of UFOB
2. SOURCE's sketch of UFOB arrangement
3. SOURCE's sketch of UFOB motion
4. SOURCE's sky diagram
5. SOURCE's sketch of UFOB elevation

after traveling
all night through
some pretty rough
country, see
and about #363,
and after
being completely
one of the
toughest (physical)
courses in
the AF?

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QTC